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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Mukachevo (N 48-26 E 22-43)

1. The railroad station of Mukachevo consisted of six to eight parallel tracks one kilometer long (see sketch 1). There were at least two parallel platforms where medium-sized loads were transferred. These were mostly crated goods, and all the observed transferage was done by hand. However, the presence of a crane indicated that larger loads, or bulk material, were transferred here. The following items were observed at this station:

   a. Boilers or agitator sections loaded on eight-axle flatcars. Two empty double-axle flatcars at each end of the car permitted coupling to other cars.

   b. A large number of Hungarian cattle cars on sidings.

   c. A special platform for the transfer of meats from refrigerated cars.

   d. Tank cars on two parallel tracks, approximately 400 meters long, east of the main track. Beside these tracks, pumps were installed about every ten meters, that is, one pump for every car.

2. The station was electrified. In the center of the locomotive depot, a two-wire, [illegible] extension, electric power line connected with [illegible] dated 1952. No electric locomotives were observed.

Chop (N 48-25, E 22-11)

3. The passenger station in Chop was served by a single "mixed" track with four rails. In the transfer area east of the passenger station, two large platforms, at least 800 meters long, were observed (see sketch 2). Tracks of differing gauges permitted the access of Soviet cars on one side and [illegible] on the other. The presence of raised platforms for the transfer of frozen meats was observed.

4. The presence of a double jack south of the main track and east of the passenger station suggested the possibility of an axle-changing site. A few axles were stacked next to the jack.

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5. The striking factor at Chop was the absence of a bridge transporter or any other kind of special heavy equipment for transfers. The heaviest work seemed to be done manually with the help of small cranes. The station gave the over-all appearance of handling the transfer of medium-sized loads or small bulk shipments. On the other hand, Chop had rather large freight classification yards.

Zahony(N 48-24,E 22-11)

6. The transfer station at Zahony made quite an impression in contrast to that at Chop (see sketch 3). Three large divisions were distinguishable:

   a. South of the passenger station: Freight classification sidings, comprising approximately 18 tracks, and a large crane.

   b. East of the passenger station: Eight sidings on which Hungarian railroad cars were standing. A type of bridge transporter on wheels was nearby.

   c. North of the passenger station: A group of ten to 15 transfer tracks on which the transfer of bulk material and large loads was effectuated. On an elevated track, which was illuminated by searchlights, coal cars of undetermined nationality were observed. Just west of this track, two tracks passed under a kind of awning 250 to 300 meters long. A type of bucket slid along this awning. One or two platforms were in close proximity to this apparatus.

Tracks

7. Activities connected with the transferring of goods were not limited to the three stations of Mukachevo, Chop, and Zahony. Other sidings located between these stations were used for storage yards and freight classification purposes, as follows (see sketch 4):

   a. At a point 253 km from Lvov (N 49-50,E 24-00), two tracks branched off the main line in a NNW direction.

   b. At a point 250 km from Lvov, on the south side of the track, there was a siding used for freight car sorting (see sketch No. 5). This consisted of five tracks approximately 1.5 km long terminated by buffer stops. Engineering troops were working on this siding, which appeared to be in the process of construction. Freight cars observed here were of the Soviet type.

   c. At a point 241 to 243 km from Lvov, there was a similar disposition on the north side of the tracks. Construction work was likewise being conducted here. Freight cars observed were of the Soviet type. There was also a siding on the south side of the through track at this point. The existence of these two classification areas in the open country possibly indicated a necessity to relieve the bottleneck in the Soviet transfer stations of Chop and Mukachevo. However, no noticeable expansion was in progress at these two points.

8. From Mukachevo to a point 249 km from Lvov, there was a single track which probably consisted of four rails, since double-axle Hungarian rail cars were observed in Mukachevo. From the 249 km mark to Chop, there was a double track. Only the second track was observed. It was composed of two rails and was of broad-gauge. In the Chop station proper, the track immediately adjacent to the platform was a four-rail track. The standard-gauge track, however, did not seem to be in current use, as it was dirty, while the broad-gauge was highly polished. Between Chop and Zahony, there was a single track composed of four rails. The two gauges appeared to be in equal use. After Zahony, there was a single standard-gauge track.

9. In general, four-rail tracks were extremely rare and were always associated with single-track sections. When a track was "mixed" it was always composed of four, not three, rails.

10. The Tissa River (N 45-15,E 20-17) was crossed by a single-track, four-rail bridge 120 to 150 meters long(see sketch No. 6). A highway bridge, destroyed by the Germans in World War II, was located 400 meters above the railroad bridge.

Axles

11. Axles were changed on single "middle" gauge tracks. Interior counter-rails (sic) prevented the standard-gauge axles from slipping off the rails (see sketch No. 7). The axles, which were always double (bogies), were detached from the interior of the car (from the vestibule in the case of passenger cars), four electric jacks lifted the car, and the axles were removed. Axles of the desired gauge were slipped under the car and it was lowered on to them. The process took 20 to 25 minutes. This procedure, however, did not seem to be common, as the stockpile of axles at the switchover site did not exceed a dozen, and no large reserves of axles were noticed in the three transfer stations. It appeared to be applicable only to passenger cars at Zahony, and possibly sporadically, to freight cars.

Trains

12. The composition of the trains observed was always homogeneous. That is, the cars were always all of Soviet broad-gauge, or all of Western standard-gauge. The two types never composed one trailing load. 25X1

13. The presence of six-axle flatcars of standard-gauge type was frequently noticed. This rolling stock was not observed in the interior of the USSR.

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1. Source is referring to a cylindrical tank used in the refining of petroleum.

2. According to available information, changing of axles on the Mukachevo-Zahony line takes place only at Zahony.

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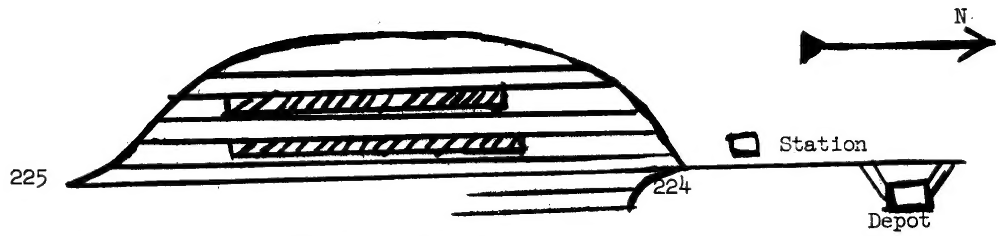
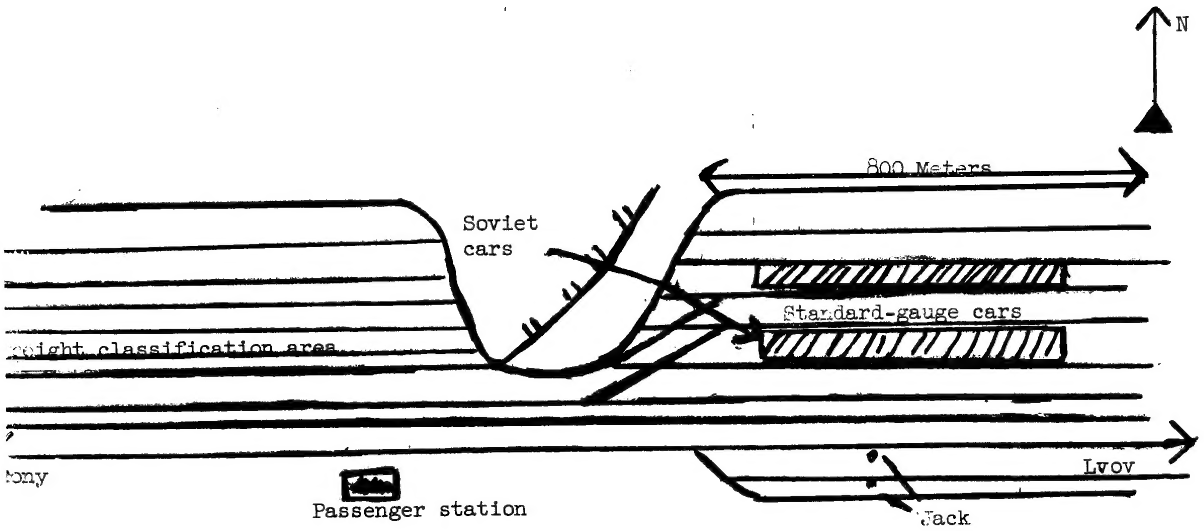


Numbers indicate kilometers from Lvov

Sketch 1: Mukachevo Transfer Station



Sketch 2: Chop Transfer Station

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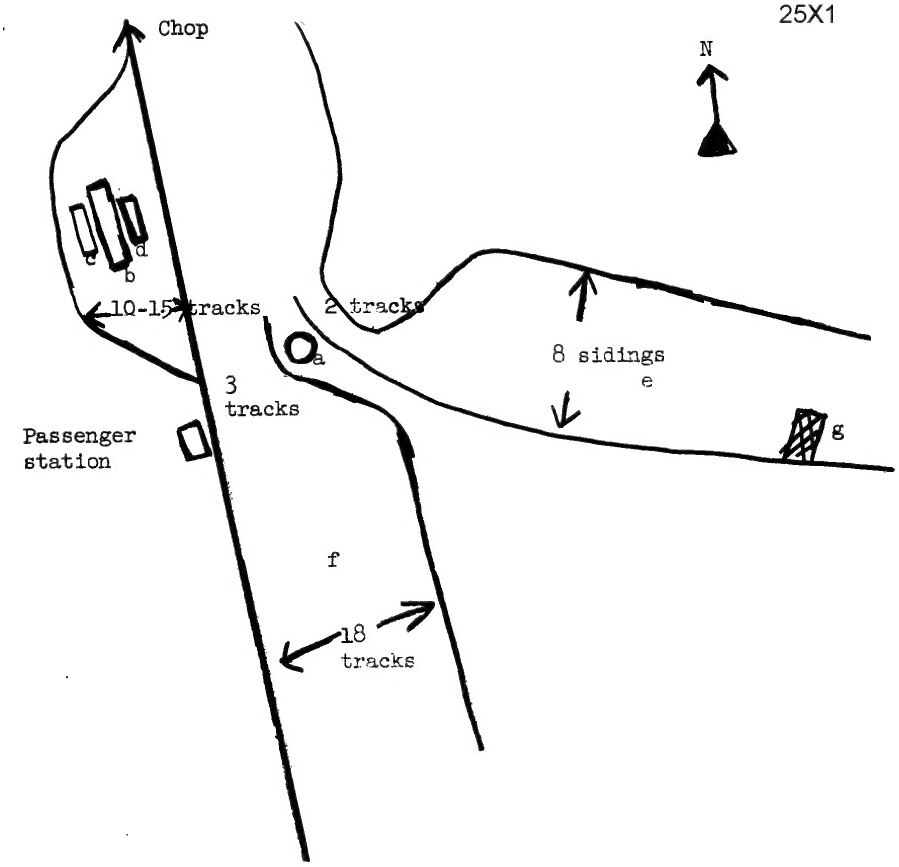

Sketch 3: Zahony Transfer Station

Legend:

a. Shed for changing axles of passenger cars. Four jacks. Installation can handle only one car at a time.

b. Single, elevated track; coal cars.

c. Double track, under transfer awning.

d. Platforms.

e. Sector of tank cars.

f. Freight classification (?). A large crane.

g. Movable crane.

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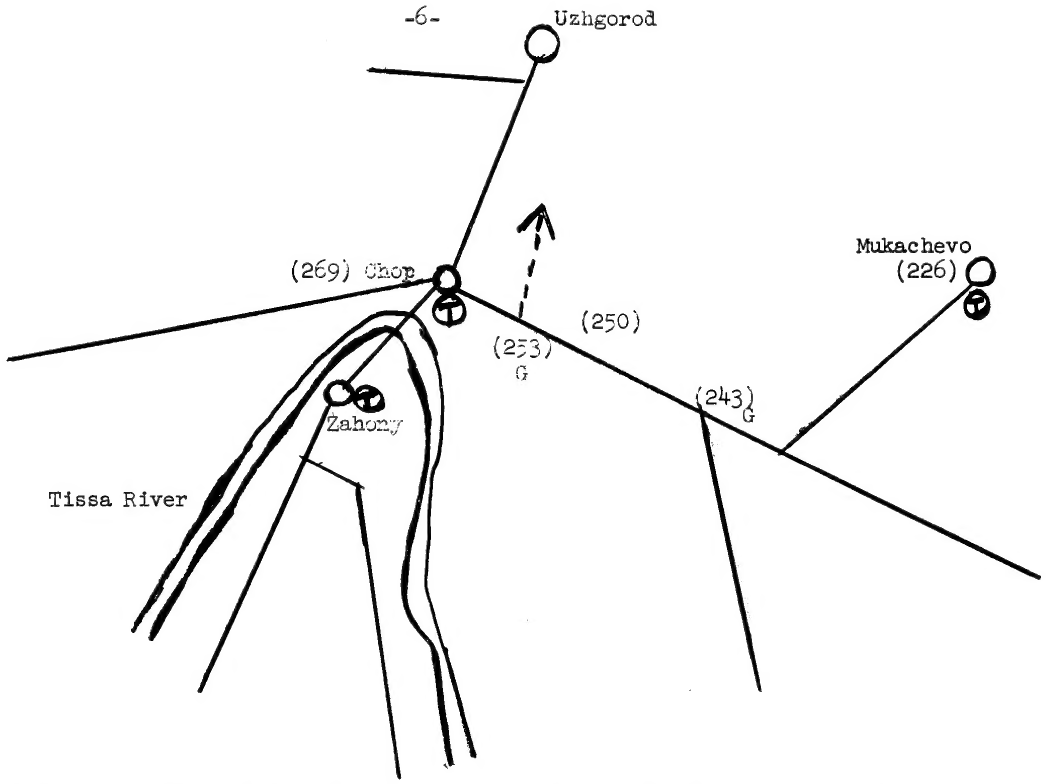

Sketch 4: Location of Transfer, Storage, and Classification Points in the Mukachevo-Chop-Zahony Area

Legend:

T=Transfer station

G=Siding used for freight car sorting or storage.

----Track under construction

Numbers indicate kilometers from Lvov.

Sketch 5: Freight Classification Area 250 km from Lvov

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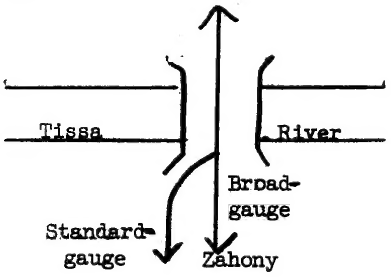
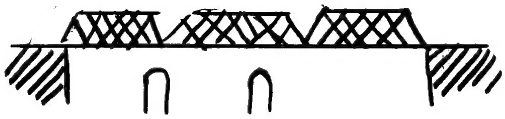
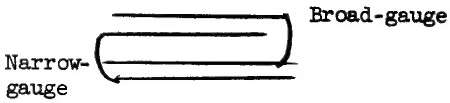
a.



c.



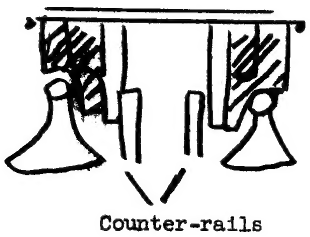
b.



Sketch 6a: Railroad Bridge across the Tissa River

Sketch 6b: Four-rail Track across the Tissa River Bridge

Sketch 6c: Side View of Tissa River Railroad Bridge



Sketch 7: Axle Changing Track